

**SECOND AND THIRD READING SUMMARY SHEET**

**CODE AMENDMENT CASE NUMBER:**

C20-07-012 – North Burnet/Gateway Overlay District –City Initiated

**REQUEST:**

C20-07-012 –North Burnet/Gateway Overlay District –City Initiated - Approve second/third readings of an ordinance amending Chapter 25-2 of the Austin City Code to create the North Burnet/Gateway Overlay District and to establish associated use and site development regulations. Applicant and Agent: Neighborhood Planning and Zoning Department. City Staff: Molly Scarbrough, 974-3515.

**PROPERTY OWNER:** Various

**AGENT:** Neighborhood Planning and Zoning Department (Molly Scarbrough)

**DATE OF FIRST READING/VOTE:** October 18, 2007. Vote: 6-0 (Martinez-absent)

**CITY COUNCIL DATE:** November 1, 2007

**CITY COUNCIL ACTION:**

October 18, 2007:

First reading approved on October 18, 2007. Vote: 6-0 (Martinez-absent).

**ASSIGNED STAFF:** Molly Scarbrough, NPZD

**PHONE:** 974-3515

**E-MAIL:** molly.scarbrough@ci.austin.tx.us

**ORDINANCE NO.**

**AN ORDINANCE AMENDING TITLE 25 OF THE CITY CODE TO CREATE  
THE NORTH BURNET/GATEWAY OVERLAY DISTRICT AND TO  
ESTABLISH ASSOCIATED SITE DEVELOPMENT REGULATIONS.**

**BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:**

**PART 1.** Section 25-2-32(F) of the City Code is amended to add a new Subsection (F)(20) to read:

(20) North Burnet/Gateway overlay NB/GO

**PART 2.** Chapter 25-2 of the City Code is amended to add a new Section 25-2-180 to read:

**§ 25-2-180 NORTH BURNET/GATEWAY OVERLAY (NB/GO) DISTRICT  
PURPOSE AND BOUNDARIES.**

- (A) The purpose of the North Burnet/Gateway overlay (NB/GO) district is to promote high density mixed-use redevelopment and provide for the creation of a densely populated, but livable, pedestrian and transit-friendly environment.
- (B) The boundaries of the NB/GO district coincide with the boundaries of the North Burnet/Gateway neighborhood planning area and are identified in Appendix E (*North Burnet/Gateway Overlay District Boundaries*) of this chapter.

**PART 3.** Chapter 25-2, Subchapter C, Article 3 (*Additional Requirements for Certain Districts*) of the City Code is amended to add a new Division 11 to read:

**Division 11. North Burnet/Gateway Overlay District Regulations.**

**§ 25-2-767.01 APPLICABILITY.**

This division applies to property described in Section 25-2-180 (*North Burnet/Gateway Overlay (NB/GO) District Purpose and Boundaries*).

1       **§ 25-2-767.02 CONFLICT OF LAW.**

2               For property governed by this division, this division supersedes the other  
3       provisions of this title to the extent of conflict.

4       **§ 25-2-767.03 APPLICATION OF COMMERCIAL DESIGN STANDARDS.**

5               Property governed by this division is subject to Chapter 25-2, Subchapter E  
6       (*Design Standards and Mixed Use*).

7       **§ 25-2-767.04 APPLICATION OF CORE TRANSIT CORRIDOR STANDARDS.**

8               (A) Except as otherwise provided in this section, the regulations in Chapter 25-2,  
9       Subchapter E (*Design Standards and Mixed Use*) that are applicable to  
10      development adjacent to a core transit corridor apply to development  
11      adjacent to the following streets:

- 12               (1) Burnet Road;
- 13               (2) Braker Lane;
- 14               (3) Capital of Texas Highway; and
- 15               (4) Stonelake Boulevard.

16               (B) This subsection applies to a site that is five acres or more. Section 2.2.2.D.2.  
17      of Chapter 25-2, Subchapter E (*Exception: Sites of Five Acres or More*) does  
18      not apply.

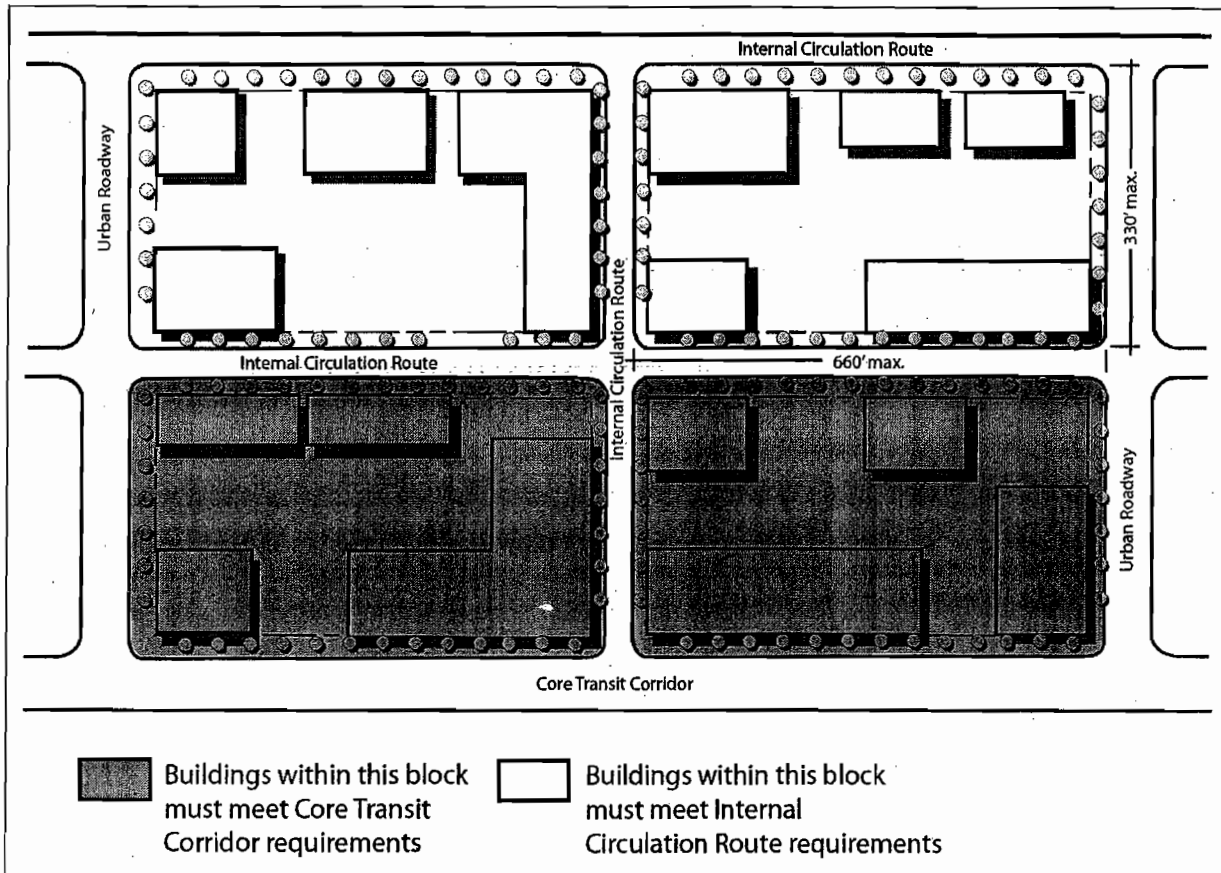
19               (1) In a block that is adjacent to a street identified in Subsection (A):

- 20                       (a) the street identified in Subsection (A) is the principal street;
- 21                       (b) buildings shall meet the building placement requirements for a  
22                       core transit corridor (see Figure 1).

23                       (c) If a site plan is phased:

- 24                               (i) the buildings that are necessary to fully comply with the core  
25                               transit corridor building placement standards for the block must  
26                               be constructed first; and
- 27                               (ii) additional buildings within the block must meet internal  
28                               circulation route building placement requirements (see Figure  
29                               2).

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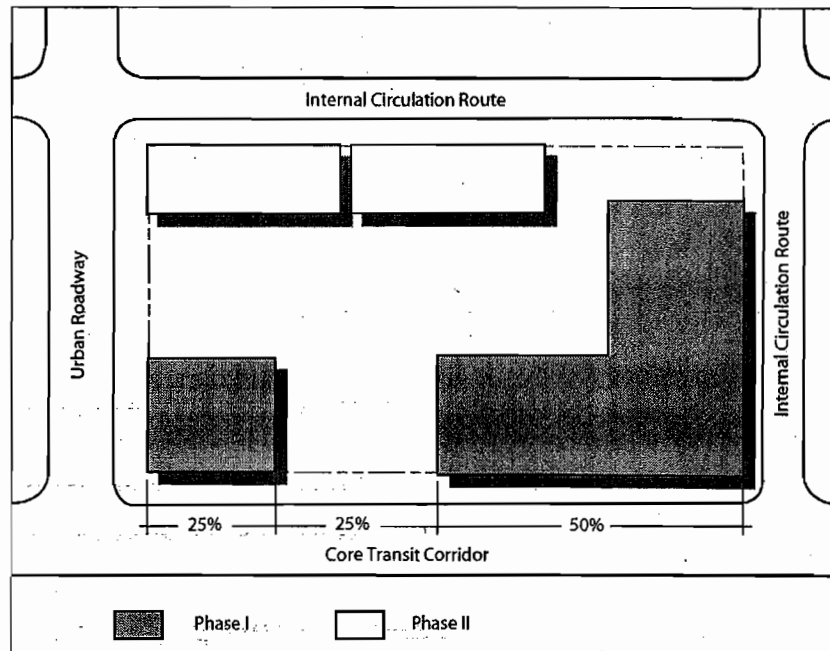
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**Figure 1:** For sites of five acres or more, Core Transit Corridor building placement standards must be met in blocks adjacent to streets identified in Subsection (A).



**Figure 2:** Core Transit Corridor building placement standards must be fulfilled for the block adjacent to streets identified in Subsection (A) before additional buildings may be built within that block.

(2) In a block that is not adjacent to a street identified in Subsection (A), a building shall meet the building placement requirements for internal circulation routes described in Section 2.2.5 of Chapter 25-2, Subchapter E (*Internal Circulation Routes: Sidewalks and Building Placement*).

(C) A vertical mixed use building is permitted on property adjacent to a street identified in Subsection (A) in accordance with this subsection. The following sections of Chapter 25-2, Subchapter E (*Design Standards and Mixed Use*) apply to a vertical mixed use building.

- (1) Section 4.3.3. (*Standards*), except for Section 4.3.3.E (*Dimensional and Parking Requirements*) and Section 4.3.3.F (*Affordability Requirements*); and
- (3) Section 4.3.4 (*Development Bonuses*), except for Section 4.3.4.E (*Expedited Review for Residential Parking Permit Districts*).

## § 25-2-767.05 APPLICATION OF URBAN ROADWAY DESIGN STANDARDS

The regulations in Chapter 25-2, Subchapter E (*Design Standards and Mixed Use*) that are applicable to development adjacent to an urban roadway apply to development on a site in a non-residential zoning district adjacent to a roadway other than:

- (1) a roadway identified in Section 25-2-767.04 (A) (*Application of Core Transit Corridor Standards*); or
- (2) Loop 1 (MoPac Expressway) or U.S. Highway 183 (Research Boulevard) if the roadways are designated as a principal street under Section 2.2.1 (*Overview of Roadway Types*) of Chapter 25-2, Subchapter E (*Design Standards and Mixed Use*).

**PART 4.** Chapter 25-2, Subchapter E, Section 1.2.4.B. (*Conflicting Provisions*) is amended to read:

B. The following provisions supersede the requirements of this Subchapter to the extent of conflict:

1. The following provisions of Chapter 25-2:

- a. Subchapter C, Article 3 (*Additional Requirements for Certain Districts*);
- b. Subchapter C, Article 4 (*Additional Requirements for Certain Uses*);
- c. Subchapter C, Article 10 (*Compatibility Standards*);
- d. Provisions applicable to the Hill Country Roadways; and

2. Regulations applicable to a:

- a. Barton Springs Zone overlay district;
- b. Conditional overlay (CO) combining district;
- c. Central urban redevelopment (CURE) combining district;
- d. Neighborhood conservation (NC) combining district;
- e. Neighborhood plan (NP) combining district;
- f. Planned development area (PDA) combining district;
- g. Planned Unit development (PUD) district; [or]
- h. Waterfront overlay (WO) district (except that the redevelopment provisions of this Subchapter in Sections 2.3.1, *Internal Circulation Systems for Large Sites*, and 4.3., *Vertical Mixed Use Buildings*, shall apply to the WO district); or [-]
- i. North Burnet/Gateway overlay (NB/GO) district.

**PART 5.** Chapter 25-6, Article 7 (*Off-street Parking and Loading*) is amended to add a new Division 8 to read:

**Division 8. Special Provisions for the North Burnet Gateway Overlay District.**

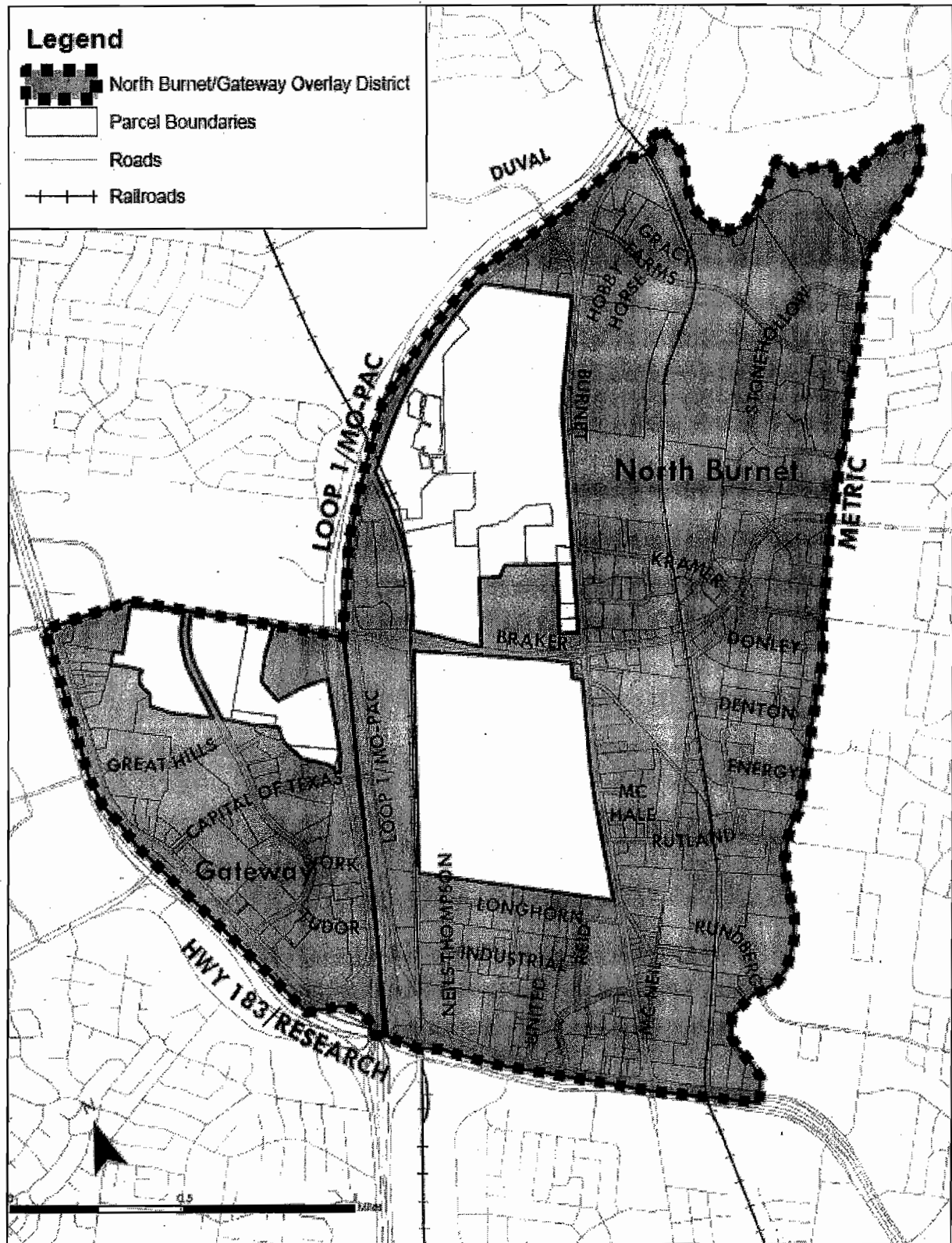
**§ 25-6-618 PARKING REQUIREMENTS FOR NORTH BURNET/GATEWAY OVERLAY DISTRICT.**

1 The minimum off-street parking requirement in the North Burnet/Gateway overlay  
2 district is 80 percent of that prescribed by Appendix A (*Tables of Off-Street Parking and*  
3 *Loading Requirements*).

4 **PART 6.** Chapter 25-2 (*Zoning*) is amended to add a new Appendix E to read:

Draft

## Appendix E: North Burnet/Gateway Overlay District Boundaries



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1 **PART 7.** This ordinance takes effect on \_\_\_\_\_, 2007.

2 **PASSED AND APPROVED**

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6 \_\_\_\_\_, 2007

§  
§  
§

7 Will Wynn  
8 Mayor

9  
10  
11 **APPROVED:** \_\_\_\_\_

12 David Allan Smith  
13 City Attorney

14 **ATTEST:** \_\_\_\_\_

15 Shirley A. Gentry  
16 City Clerk

**C20-07-012: Amending Chapter 25-2 to create the North Burnet/Gateway Overlay District and to establish associated Phase One site development regulations.**

### **North Burnet/Gateway Master Plan Phasing of Zoning and Development Standards**

In order to achieve the type of urban mixed-use development envisioned in the North Burnet/Gateway Master Plan, modifications to the City's existing zoning and development regulations will need to be made. Most conventional zoning ordinances are structured around a strict separation of uses and a focus only on numerical limits such as height, density, floor-to-area ratios, etc. The type of development proposed in the North Burnet/Gateway Plan should be guided by a zoning ordinance that is more concerned with the form of buildings and quality of public space in addition to the numerical limits. These "design-based" ordinances seek to establish a certain quality of place by regulating such elements as the character of the street frontage, sidewalks, parking and building placement to create human-scaled amenities and a pedestrian-friendly environment.

The design standards presented in the Master Plan will be used as the basis for creating an area-wide zoning overlay that will specifically permit the type of development that is envisioned in the North Burnet/Gateway Plan and remove regulatory obstacles that currently make it difficult. The purpose of the zoning code changes are as follows:

- 1) To allow a mix of uses that currently isn't allowed through existing zoning
- 2) Require better urban design, building placement, and streetscape standards
- 3) Increase entitlements in ways that attract the dense employment and housing needed to transform the existing retail and warehousing hubs into true urban centers.
- 4) Create a density-bonus system to incentivize the provision of public benefits, including affordable housing, interconnected streets/driveways, parks and open space, additional stormwater management controls, green building, and civic facilities.

#### **North Burnet/Gateway Zoning Overlay Phasing**

The design-based zoning and density-bonus system for the North Burnet/Gateway Plan will take some time for City staff to prepare, and will build on the design standards presented in the Draft Plan. As staff are working on the details of the new zoning for the North Burnet/Gateway planning area, development in the area will continue to occur. Because current City Design Standards classify roadways in the area as Suburban, there is a concern that development that is not in concert with the North Burnet/Gateway Plan vision could occur under existing City regulations, before the detailed zoning overlay has been adopted. To address this scenario, two phases of action are recommended:

#### **Phase One**

In Phase One, a North Burnet/Gateway (NB/G) overlay district will be created and Core Transit Corridor and Urban Roadway standards from the Chapter 25-2 Subchapter E: Design Standards & Mixed Use (Commercial Design Standards) and urban parking reductions will be applied within the overlay district. Attachment 1 provides a detailed description of the content for the Phase One zoning changes. The zoning overlay will apply to most properties in the North Burnet/Gateway planning area (Figure 1). The Phase One standards will require new development to meet the same urban design standards currently

required for development in other areas of Austin's urban core and will allow vertical mixed-use buildings along key corridors, in furtherance of the North Burnet/Gateway Plan goals. It will also provide reduced parking standards and prohibit parking between the front lot line and the building.

Currently, the Design Standards Urban Roadway boundary covers only the area south of Braker Lane and west of Burnet Road (Figure 2) in the North Burnet/Gateway area. (More information about the City Design Standards can be found online at: <http://www.ci.austin.tx.us/planning/designstandards.htm>). In Phase One, Core Transit Corridor standards will be applied to select roadways and Urban Roadway standards will be applied to all other roadways in the North Burnet/Gateway area (Figure 3). These standards provide specific sidewalks and building placement standards. In addition, Vertical Mixed Use (VMU) buildings will be allowed on properties where Core Transit Corridor standards are applied. In a VMU building a use on the ground floor would be different from a use on an upper floor, and at least one of the floors must contain residential dwelling units. The NB/G overlay regulations will supersede Subchapter E of Chapter 25-2 (Design Standards & Mixed Use) to the extent of conflict.

The purpose of the proposed Code Amendment (C20-07-012) is to implement Phase One standards.

The proposed amendment does not include TOD standards. When Capital Metro selects a location for the North Burnet commuter rail station, Transit-Oriented Development (TOD) subdistrict boundaries will be defined approximately ¼ mile around the station and the existing City TOD Ordinance site development standards will be applied to that area. A separate Code Amendment will be processed to apply the TOD standards to the North Burnet/Gateway Overlay District.

The Planning Commission and the City Council will be asked to take action on the proposed Phase One zoning changes, which include creating the North Burnet/Gateway zoning overlay district and associated regulations, at public hearings in September and October: First, at the Planning Commission hearing (September 25, 2007) and then at the City Council hearing (October 18, 2007). The Planning Commission reviews and evaluates City staff recommendations and public input and then sends its recommendation on the plan and zoning changes to the City Council. Attachment 1 includes a more detailed description of the content for the Phase One zoning.

### **Phase Two**

In Phase Two, a more comprehensive set of regulations and illustrations will build on the Phase One standards to complete the design standards outlined in the North Burnet/Gateway Master Plan. The Phase Two standards will specify and allow increased height and Floor-to-Area Ratio (FAR) limitations, allow a greater mix of uses throughout the planning area, create a public benefit density bonus system, and provide additional urban design standards.

Table 1 outlines the development standards recommended in the Master Plan for each subdistrict in the planning area. Figure 4 identifies the subdistrict areas.

It is estimated that it will take City staff six months to a year to complete the Phase Two regulations. Public meetings will be held during the Phase Two regulation development process to inform stakeholders and gather input. A separate Code Amendment will be processed for Phase Two. Ultimately the Phase Two regulations will be presented to the Planning Commission and City Council for their review and consideration for adoption.

### **For more Information**

For questions regarding the phasing of zoning changes and development standards for the North Burnet/Gateway planning area, please call or email: Molly Scarbrough, Neighborhood Planning and Zoning Dept., at 974-3515 or [molly.scarbrough@ci.austin.tx.us](mailto:molly.scarbrough@ci.austin.tx.us).

The intent of the outline below is to describe the content of the North Burnet/Gateway (NB/G) Phase One zoning ordinance and to clarify which sections of Subchapter E: Design Standards and Mixed Use would be applied to the NB/G area in Phase One.

A copy of Subchapter E: Design Standards and Mixed Use is available online at:  
<http://www.ci.austin.tx.us/planning/designstandards.htm>

**1. Amend the Design Standards to state that the North Burnet/Gateway zoning overlay will supersede to the extent of conflict.**

- Add "North Burnet/Gateway overlay district" under *Section 1.2.4.B.2.*

**2. Create the North Burnet/Gateway Zoning Overlay District.**

- The zoning overlay would apply to all properties in the North Burnet/Gateway neighborhood planning area, except the UT Pickle Research Campus, UT Western Tract and the Domain development.
- In Phase One, the overlay will include the following provisions (A., B., C., & D.):

**A. Apply Core Transit Corridor standards from Subchapter E: Design Standards & Mixed Use to portions of Burnet Road, Braker Lane, Capital of Texas Hwy, and Stonelake Blvd. in the NB/G area.**

- Applicable to all zoning districts adjacent to the designated streets.

*Section 2.2.2 B, (Sidewalks)*

- Requires sidewalks with 7-foot clear and 8-foot street tree zone. The street tree zone shall be planted with trees.

*Section 2.2.2 C, (Supplemental Zone (Optional))*

- Allows a supplemental zone.

*Section 2.2.2 D, (Building Placement)*

- Addresses building placement by requiring 75% minimum building frontage requirements on Core Transit Corridors.
- Include all of Section 2.2.2 D, EXCEPT No. 2 (*Exception for Sites of Five Acres or More*). Eliminate exception for large sites and require all development along streets designated as Core Transit Corridors to meet Core Transit Corridor building placement standards.

*Section 2.2.2 E, (Off-Street Parking)*

- Prohibits parking between a building and the street.

**B. Vertical Mixed Use Buildings shall be allowed on properties adjacent to the portions of Burnet Road, Braker Lane, Capital of Texas Hwy, and Stonelake Blvd. in the NB/G area where Core Transit Corridor standards apply (see Section 2A of this outline).**

Sections 4.3.3.A., B., C., and D., apply. (Vertical Mixed Use Building Standards)

Sections 4.3.3.E. and F. DO NOT apply. (Dimensional and Parking Requirements and Affordability Requirements)

Sections 4.3.4 A., B., C., and D. apply (Development Bonuses)

Section 4.3.4 E. (Expedited Review of Residential Permit Parking Districts) DOES NOT apply.

**C. Apply Urban Roadway standards from Subchapter E: Design Standards & Mixed Use to all roadways other than Burnet Road, Braker Lane, Capital of Texas Highway, Stonelake Boulevard, and highway access roads**

- Applicable to all non-residential zoning districts in the NB/G area.
- Note: currently everything north of Braker and east of Burnet is considered a Suburban Roadway under the City Design Standards.

Section 2.2.3 B. (Sidewalks)

- Requires sidewalks with a 5-foot clear and a 7-foot street tree zone (same as suburban roadway requirements).

Section 2.2.3 C. (Supplemental Zone (Optional))

- Allows a supplemental zone.

Section 2.2.3 D. (Building Placement)

- Addresses building placement by requiring 40% minimum building frontage.

Section 2.2.3 E. (Parking)

- Prohibits parking between a building and the street.

Section 2.2.3 F. (Corner Sites)

- Provides standards for corner sites.

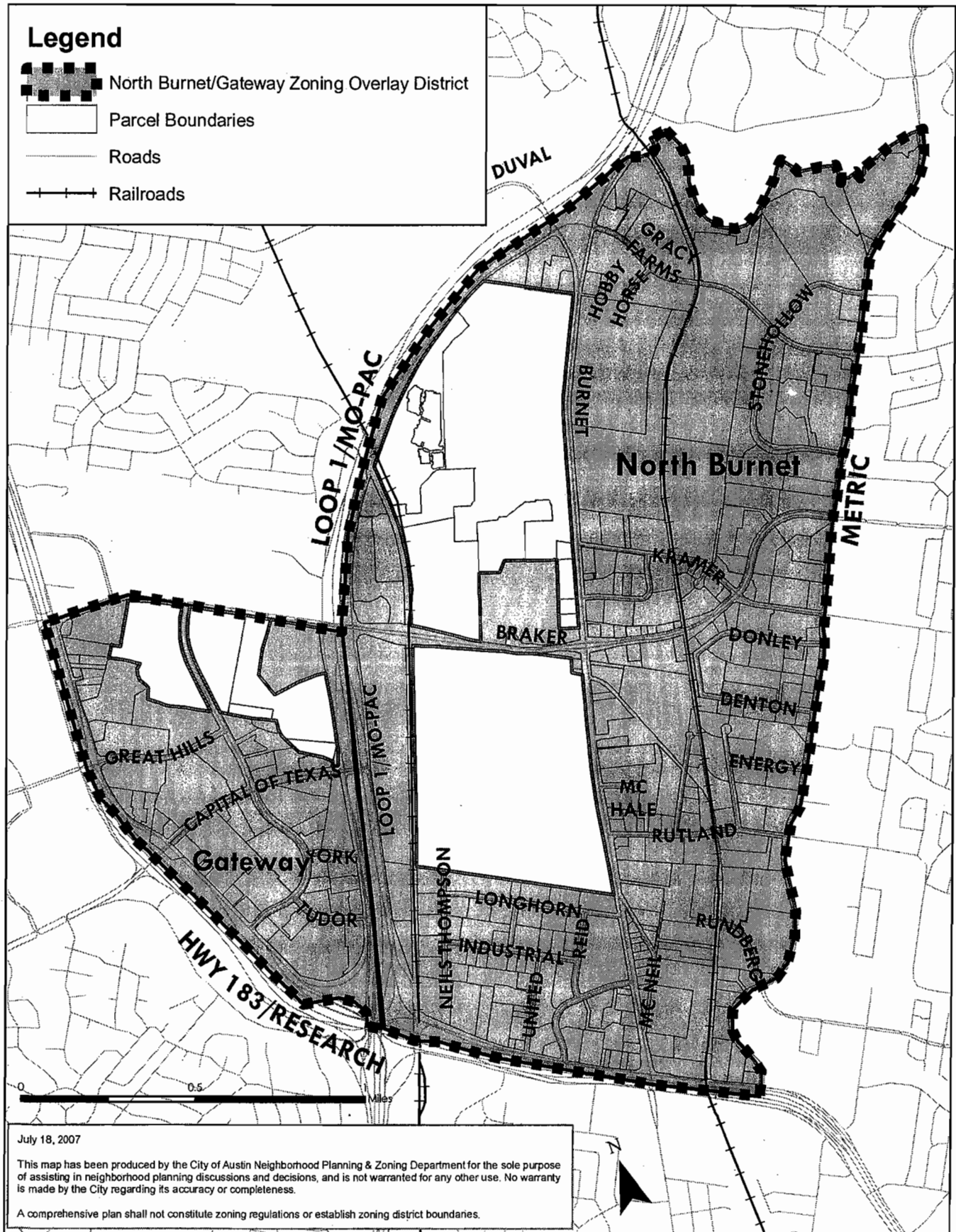
**D. Apply the urban parking reduction (80% of Appendix A) to the NB/G area.**

*Section 25-6-478 C, (Reduced Parking in Certain Geographic Areas)*

Note: When Capital Metro selects a location for the North Burnet commuter rail station, Transit Oriented Development (TOD) subdistrict boundaries will be defined approximately ¼ mile around the station and the existing City TOD Ordinance site development standards will be applied to that area. **A separate Code Amendment will be processed to apply the TOD standards to the North Burnet/Gateway Overlay District.** A copy of the adopted TOD Ordinance is available at: [http://www.ci.austin.tx.us/planning/tod/tod\\_documents.htm](http://www.ci.austin.tx.us/planning/tod/tod_documents.htm)

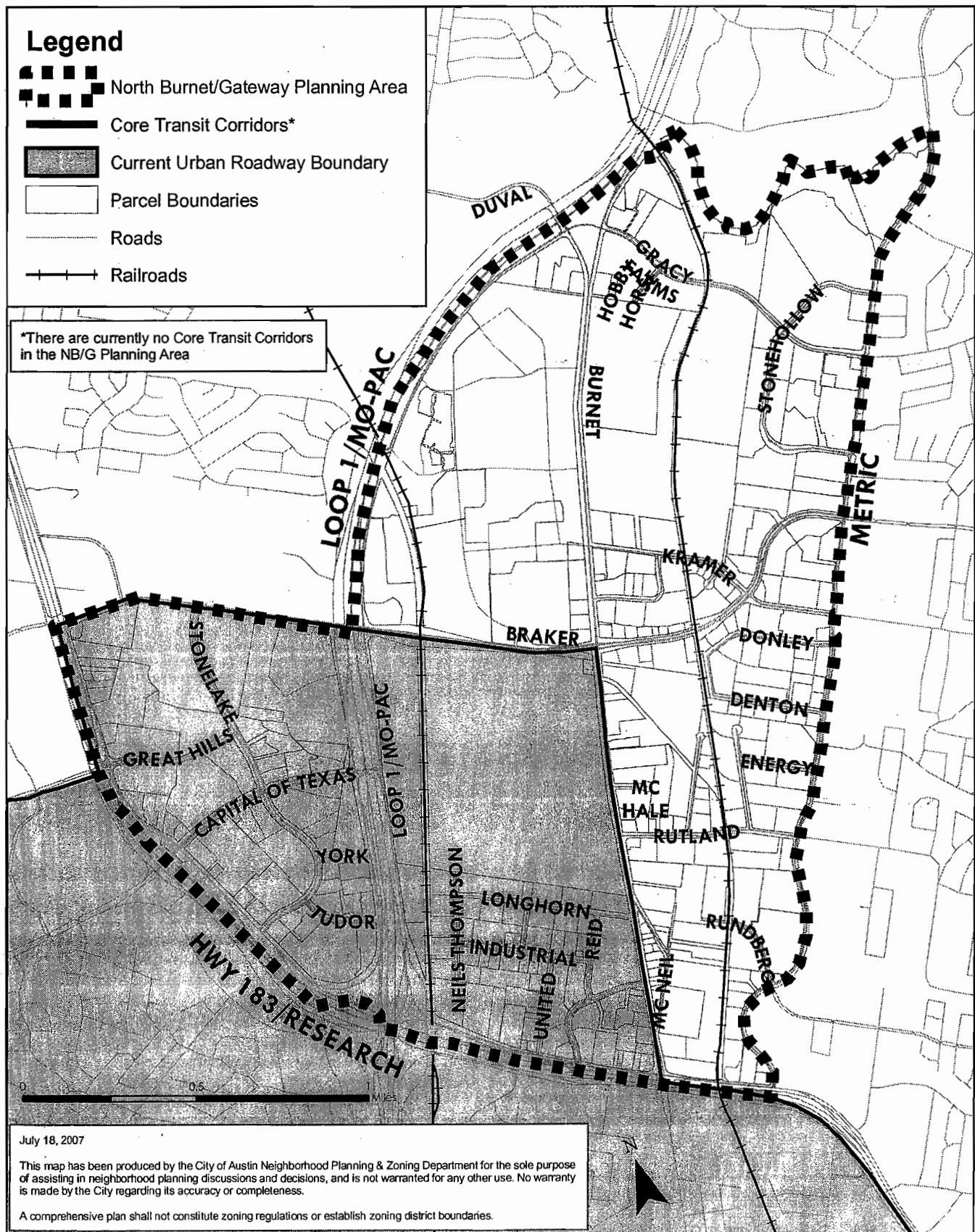


**Fig. 1: North Burnet/Gateway Zoning Overlay Boundaries**





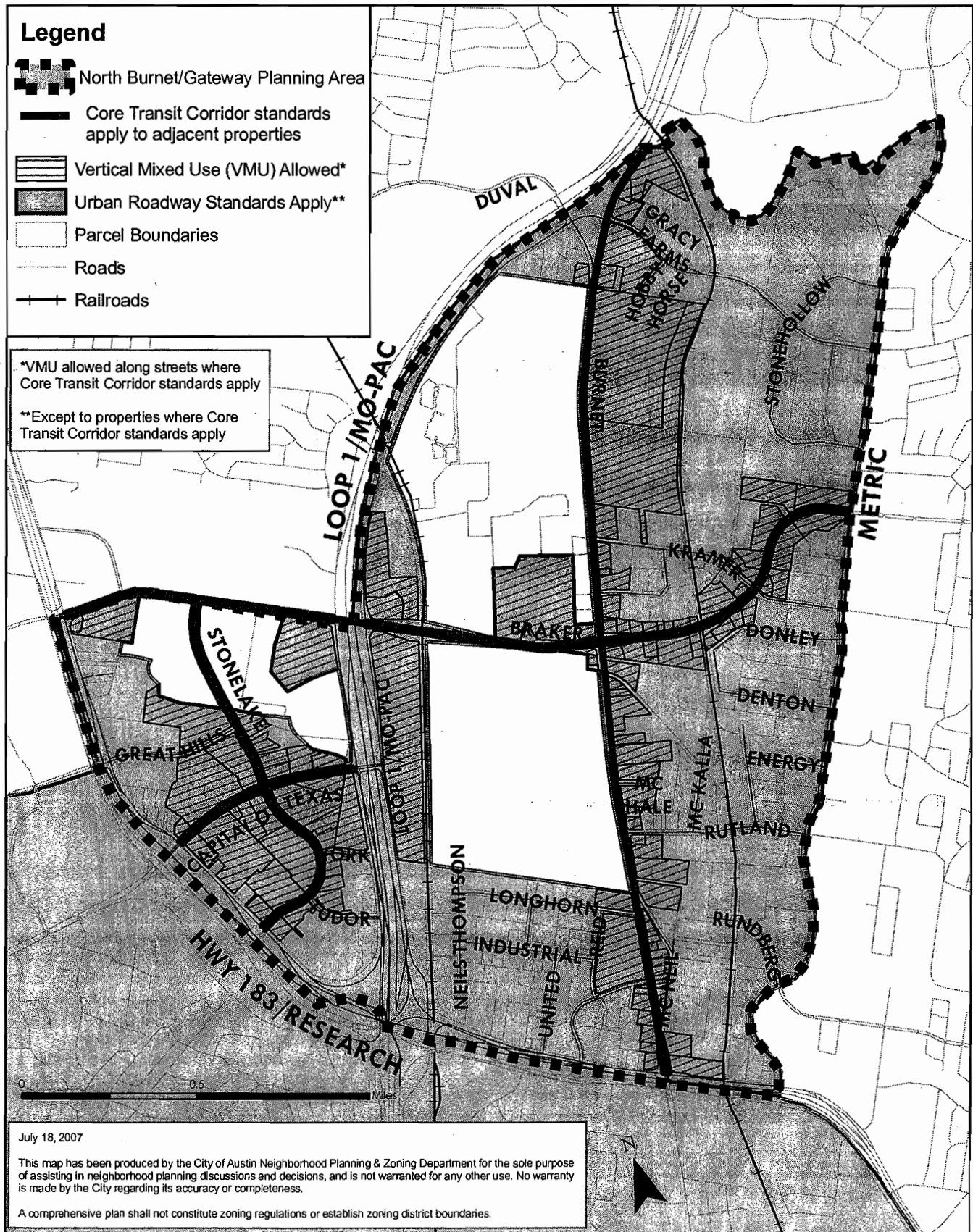
**Fig. 2: Current City Design Standards Roadway Classifications in the North Burnet/Gateway Planning Area**







**Fig. 3: Proposed North Burnet/Gateway  
Zoning Overlay Roadway Classifications**





**TABLE 1: NORTH BURNET/GATEWAY MASTER PLAN - RECOMMENDATIONS FOR PHASE TWO ZONING**

Subdistrict Development Standards		CMU		CMU-TOD		CMU-UT		CI	NMU		WMU	NR
Regulation		Commercial Mixed Use	CMU - Within 1/4 mi. of Rail Station	CMU-TOD	CMU-UT Western Tract	Commercial Industrial	Neighborhood Mixed Use	Warehouse Mixed Use	Neighborhood Residential			
1. Min. Lot Size		2,500 SF	25'	2,500 SF	25'	15 stories	75%	5,000 SF	1600 SF	20'	2,500 SF	1600 SF
2. Min. Lot Width		25'	25'	25'	25'	15 stories	75%	50'	20'	25'	25'	20'
1. Max. Bldg. Height with Density Bonus <sup>1</sup>		15 stories	20 - 30 stories	75%	15 stories	75% new (0% Reuse)	10 stories	75% new (0% Reuse)	10 stories	75% new (0% Reuse)	10 stories	5 stories
2. Min. Bldg. Frontage on Build-to Line		75%	Build-to-Line determined by Street Type	Build-to-Line determined by Street Type	Build-to-Line determined by Street Type	Build-to-Line determined by Street Type	Build-to-Line determined by Street Type	Build-to-Line determined by Street Type	Build-to-Line determined by Street Type	Build-to-Line determined by Street Type	Build-to-Line determined by Street Type	Build-to-Line determined by Street Type
3. Min. Bldg. Front Setback		0'	0'	0'	0'	0'	0'	5'	0'	0'	0'	0'
4. Min. Bldg. Side Setback		0'	0'	0'	0'	0'	0'	5'	0'	0'	0'	0'
5. Min. Bldg. Rear Setback		0'	0'	0'	0'	0'	0'	5'	0'	0'	0'	5'
6. Max. Bldg. Coverage		TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
7. Max. Impervious Cover		TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
8. Max. Floor-to-Area Ratio (FAR)		3:1	5:1 - 8:1	30% of Appendix A <sup>2</sup>	30% of Appendix A <sup>2</sup>	3:1 <sup>11</sup>	3:1	2:1	3:1	3:1	3:1	2:1
1. Min. Parking Standards		30% of Appendix A <sup>2</sup>	30% of Appendix A <sup>2</sup>	30% of Appendix A <sup>2</sup>	30% of Appendix A <sup>2</sup>	30% of Appendix A <sup>2</sup>	30% of Appendix A <sup>2</sup>	30% of Appendix A <sup>2</sup>	30% of Appendix A <sup>2</sup>	30% of Appendix A <sup>2</sup>	30% of Appendix A <sup>2</sup>	30% of Appendix A <sup>2</sup>
2. Max. Parking Standards		Appendix A <sup>2</sup>	Appendix A <sup>2</sup>	Appendix A <sup>2</sup>	Appendix A <sup>2</sup>	Appendix A <sup>2</sup>	Appendix A <sup>2</sup>	Appendix A <sup>2</sup>	Appendix A <sup>2</sup>	Appendix A <sup>2</sup>	Appendix A <sup>2</sup>	Appendix A <sup>2</sup>
3. Shared Parking Counted <sup>3</sup>		yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes
1. Transit stations		Allowed <sup>4</sup>	Allowed <sup>4</sup>	Allowed <sup>4</sup>	Allowed <sup>4</sup>	Allowed <sup>4</sup>	Allowed <sup>4</sup>	Allowed <sup>4</sup>	Allowed <sup>4</sup>	Allowed <sup>4</sup>	Allowed <sup>4</sup>	Allowed <sup>5</sup>
2. Commercial Services		Allowed <sup>4,6</sup>	Allowed <sup>4,6</sup>	Allowed <sup>4,6</sup>	Not Allowed	Not Allowed	Not Allowed	Allowed <sup>4,6</sup>	Not Allowed	Allowed <sup>4,6</sup>	Allowed <sup>4,6</sup>	Not Allowed
3. Retail, destination		Allowed <sup>4</sup>	Allowed <sup>4</sup>	Allowed <sup>4</sup>	Not Allowed	Not Allowed	Not Allowed	Not Allowed	Not Allowed	Not Allowed	Not Allowed	Not Allowed
4. Retail, neighborhood		Allowed <sup>4</sup>	Allowed <sup>4</sup>	Allowed <sup>4</sup>	Allowed <sup>4</sup>	Allowed <sup>4</sup>	Allowed <sup>4</sup>	Not Allowed	Allowed <sup>4</sup>	Allowed <sup>4</sup>	Allowed <sup>4</sup>	Allowed <sup>4,7</sup>
5. Employment (office)		Allowed <sup>4</sup>	Allowed <sup>4</sup>	Allowed <sup>4</sup>	Allowed <sup>4</sup>	Allowed <sup>4</sup>	Allowed <sup>4</sup>	Allowed <sup>4</sup>	Allowed <sup>4</sup>	Allowed <sup>4</sup>	Allowed <sup>4</sup>	Not Allowed
6. Warehousing & Light Manufacturing		Not Allowed	Not Allowed	Not Allowed	Not Allowed	Not Allowed	Not Allowed	Allowed <sup>4</sup>	Not Allowed	Allowed <sup>4,6</sup>	Allowed <sup>4,6</sup>	Not Allowed
7. Basic Industry		Not Allowed	Not Allowed	Not Allowed	Not Allowed	Not Allowed	Not Allowed	Allowed <sup>10</sup>	Not Allowed	Not Allowed	Not Allowed	Not Allowed
8. Residential, attached		Allowed <sup>4</sup>	Allowed <sup>4</sup>	Allowed <sup>4</sup>	Allowed <sup>4</sup>	Allowed <sup>4</sup>	Allowed <sup>4</sup>	Not Allowed	Allowed <sup>4</sup>	Allowed <sup>4</sup>	Allowed <sup>4</sup>	Allowed <sup>4</sup>
9. Residential, detached		Not Allowed	Not Allowed	Not Allowed	Not Allowed	Not Allowed	Not Allowed	Not Allowed	Not Allowed	Not Allowed	Not Allowed	Not Allowed
10. Education/Religion		Allowed <sup>4</sup>	Allowed <sup>4</sup>	Allowed <sup>4</sup>	Allowed <sup>4</sup>	Allowed <sup>4</sup>	Allowed <sup>4</sup>	Allowed <sup>4</sup>	Allowed <sup>4</sup>	Allowed <sup>4</sup>	Allowed <sup>4</sup>	Allowed <sup>4</sup>
11. Hospitality (hotels/motels)		Allowed <sup>4</sup>	Allowed <sup>4</sup>	Allowed <sup>4</sup>	Allowed <sup>4</sup>	Allowed <sup>4</sup>	Allowed <sup>4</sup>	Not Allowed	Not Allowed	Allowed <sup>4</sup>	Allowed <sup>4</sup>	Not Allowed
12. Civic Uses (public)		Allowed <sup>4</sup>	Allowed <sup>4</sup>	Allowed <sup>4</sup>	Allowed <sup>4</sup>	Allowed <sup>4</sup>	Allowed <sup>4</sup>	Allowed <sup>4</sup>	Allowed <sup>4</sup>	Allowed <sup>4</sup>	Allowed <sup>4</sup>	Allowed <sup>4</sup>

**Notes:**

- Density Bonus: Additional height allowed above existing entitlements with provision of additional "public benefits", which could include affordable housing, civic facilities, street connectivity, additional stormwater management and publicly-accessible parks and open space.
- City of Austin Land Development Code Sec. 25-6 Appendix A (Tables of Off-Street Parking and Loading Requirements)
- On-street and shared parking may count toward minimum parking requirements; car-share programs may also reduce parking requirements.
- Allowed to mix uses vertically
- Transit stations are conditional uses in NR
- No excessive noise, fumes, dust, smoke, etc
- Commercial uses allowed on ground floor only
- Retail-destination includes city-wide or regional-serving retail, including department stores.
- Retail-neighborhood includes locally-serving retail, including restaurants, coffee shops, food markets, pharmacies, etc. (limited in size.)
- Allowed to the extent allowed by current base zoning district
- FAR allowed to be averaged across the UT Western Tract

# FIGURE 4: PROPOSED SUBDISTRICT PLAN

FIGURE 4-9  
(Recommendations for Phase Two Zoning)

